

# Why Not a Jim Crow Car for Red-Headed People Too?

eat him, but he was elected just the same.

It seems to me, though, the black heads use up a lot of brain power trying to keep their feet on the necks of the red heads. They cannot attend to their business in the way they should because they are constantly thinking of the red heads setting on their feet and making a greater contribution to civilization. Philadelphia, Pa.

## Laughing Black Heads

And among the black heads there are some who laugh as loudly as some of us do, and they are no better dressed, and I do not see that some of them are any cleaner than some of us. The fact is I see just about as many well-behaved red heads as I do well-behaved black heads. Besides the conductor and the news butcher, while they are black heads, do not mind riding with us. Ever and anon I see some of the black heads come into the red head car and sit down and the conductor never says a word to them. There is one now taking off his shoes. When there is not enough room in their smoking compartment they come into the red head smoker and proceed to smoke. They seem to smoke the same kind of tobacco in their pipes and the same kind of cigars and cigarettes and they spit everywhere they have a mind to spit.

Well, I do not seem to be getting anywhere in my thinking. I shall have to give up the problem. I would dye my hair black but so many people know that my hair was originally red that would hardly be comfortable, and then I do not like to sail under false colors anyway. But I know lots of red-headed folks who have dyed their hair and they go about their business as if that were the natural color. Of course I never appear to know them when I see them passing as black heads because I know how they feel, always being discriminated against because they happen to be born with red hair instead of black, and so I say to myself if they can pass themselves off as being bona fide black heads, it is up to them. Then, too, I rather take pleasure in the fact that some red heads are able to fool the black heads, and I know they must be laughing up their sleeves all the time thinking how they have put something over on the black heads.

## Green Pastures

The other week in Washington several red heads went to see "The Green Pastures," although the management said that only black heads would be admitted. And they tell me that there were red-headed nurses in the Red Cross over seas during the World War, and there were several red-headed officers that commanded black-headed troops.

After all it is a pretty hard matter to know certainly all the people who have red-headed blood in their veins. I remember that one of our Presidents was suspected of having red-headed blood, and such propaganda was used pretty freely to de-

What would Happen if Sorrell-topped Individuals were Given Everywhere Separate and Inferior Accommodations? If Red- and Black-haired People Can Live together Peaceably, Why not White- and Black-skinned Folk?

By THOMAS WALKER WALLACE

The other day a white passenger whose home happened to be in the South said to a colored man: "Why do colored people have such an ardent desire to ride in the same car with white people?" He added: "I notice as soon as the train arrives at Washington they leave the colored section and come into the car for whites."

The colored man replied: "I do not think that your question is hardly a fair one. You seem to take for granted that the colored people really want to ride with white people when it is not the case at all. There are several elements in the problem. First of all they resent the idea of getting less for their money than others are getting for theirs. They do not think they should be placed in the most dangerous part of the train in case of a wreck. They like to have a comfortable seat when seats are available. They resent the implication that they are inherently inferior and therefore beyond the pale of just dealing. I sincerely wish you could be transformed for a short while into a colored man and have his experiences and then I am sure you would understand the situation."

## For Red Heads

Here I shall attempt to write down the mental impressions of a Red Headed Man. The various legislatures in a certain section of the country had met and passed laws making it unlawful for any red headed person to ride in the same car with black headed people.

"Here, you d— red head, this is your car. What do you mean by getting on the car for black-headed people?" The conductor was evidently "hot" because the red-headed man had unwittingly attempted to board the black-headed car.

However, he contained himself and boarded the car for red heads. But he began to think. Now I paid folk the same fare as the black-haired folks and why am I put into a car paid by us is just like that used by next the baggage car, in fact the

baggage is carried in one end of the car where I am? Not a seat is left and it looks like I shall have to stand up all the way to Washington, the capital of the greatest democratic nation on earth. That was a black-haired preacher who boarded the train just ahead of me. I could tell by the fact that he wore his collar backwards. I wonder what he thinks about this kind of business? Well, I suppose he thinks it's all right because I read the other day where one of them stopped in the midst of a sermon and led a mob, alias posse, to arrest a colored man who happened to be walking in a white neighborhood.

## The Conductor

Well, of all things. Here is the conductor occupying a seat in the car for red heads and there is the news butcher also with a seat and yet I have to stand up although I have paid my full fare and they do not pay anything. The fact is they are being paid to ride on this train. The red head said to himself, I would like to wash my face and hands before going into the capital but the train crew is using the wash room now and it looks like I am not going to get an opportunity to do so. In this he was mistaken because pretty soon the room was free. He entered and looked around. Well, of all the places. This place is filthy. I think I shall wait until I get into the station.

## Wooden Cars

His roving eyes finally detected that the car in which he was riding was made of wood and yet he had seen advertised trains constructed entirely of steel. If we should have a collision this car would crumple up like so much cardboard and what would become of us red heads? I suppose they use us as a kind of buffer for the black-headed folks. I wonder why they make so much difference between us on account of our hair? It does not enable us to stand up any better than other folk. It does not keep us from getting the same fare as the black-haired folks hurt in a wreck. The money folks and why am I put into a car paid by us is just like that used by the black-haired boys.



Jim Crow Car Laws-1933

# PULLMAN CO. AND RAILROAD SUED

*Pittsburgh Courier 7-15-33*  
*Pittsburgh, Pa.*

CHICAGO, July 13—(ANP)—Following through the effort to stop railroads and busses from their Jim-Crow tactics, the Chicago Branch of the N. A. A. C. P., through its attorneys, Herman E. Moore and Graham T. Perry, filed in the Superior Court Saturday a writ for \$20,000, in which both the Pullman Company and the Illinois Central Railroad were joined. These damages were asked for Mrs. Rosetta Briggs, 4958 Vincennes avenue, who last year, while sick and under the care of a physician was refused a Pullman ticket to Gulfport, Miss., on the Illinois Central from Chicago.

## Had Through Ticket

Mrs. Briggs was going from Salt Lake City, Utah, to Gulfport, Miss., and had a railroad ticket calling for first-class accommodations from Chicago to Mississippi. She found that officials did not consider her illness and weak condition and she was forced to take a companion and pay her fare while she rode to Mississippi in the day coach although her railroad ticket called for accommodations in the Pullman cars on the best trains out of Chicago. The added expense of a companion, the long ride while convalescent, left Mrs. Briggs in a weakened condition when she arrived south and prolonged her illness.

## Also Happens to Mrs. Bethune

According to reports received at the Chicago office of the N. A. A. C. P., the practice is to first discourage colored people from buying Pullman tickets on trains going South even though an interstate passenger cannot come under the jim-crow law of the Southern states. Only last week Mrs. Mary McLeod Bethune was refused a Pullman ticket from Chicago to Florida, but instead of demanding her ticket she had some white people purchase it for her.

## Blocks Bus Jim Crow

**FORMER ATHLETE TOLD INSOLENT DRIVER HE WOULD HAVE TO MOVE HIM—THAT STOPS HIM**

Chicago, Ill., Aug. 24, 1933—The bold and uncompromising stand for his rights of a Chicago newspaper man on an interstate motor bus bound for Chicago, which he boarded in St. Louis, thoroughly blocked the efforts of the driver to put into force the jim-crow tactics with which so many colored passengers have been humiliated recently. Hugh S. Gardner, an employee of the Chicago Review newspaper, a man in question boarded a DeLuxe company bus bound for Chicago in St. Louis on Aug. 14, and was ordered by the driver to sit in the back seat. Mr. Gardner chose a seat near the middle of the bus, and the driver informed him that all seats but those in the back were reserved, and again ordered him to sit in the back. Mr. Gardner seated himself and ignored the driver.

As the bus began to fill with white passengers, the driver became profane and abusive, attempting to make a "grandstand showing" at the expense of the newspaperman. As a final stand Mr. Gardner told the driver that he was comfortable and satisfied where he was sitting and that if the driver was determined to move him to the back seat, he would have to do it himself by physical force. The driver surveyed the 180-odd pounds of brawn and muscle of Mr. Gardner, a former college amateur boxer and wrestler thought better of the situation.

## TO SUE SOUTHERN BUS COMPANY FOR DISCRIMINATION

*9-29-33*

CHICAGO—(ANP) — William A. Gayles, 57 East 42nd street, a salesman, plans to file suit through Attorneys Irvin C. Mollison and H. Temple of the Chicago NAACP, legal redress committee, against the Southern Bus company, one of whose drivers had him ejected from a bus at Watseka, Ill., by the police because he refused to give up his seat to a white passenger.

Mr. Gales boarded the bus on the night of August 27, at 43rd street and South Parkway en route to Terre Haute, Ind. He secured a comfortable seat near the middle of the bus and rode undisturbed to Hammond, Ind. There a large crowd of white people got on, and Mr. Gales made room on the seat beside him for a white woman who got on with her husband, and would otherwise have been forced to stand. At Watseka, Ill., the bus stopped to allow the passengers to get lunch. Mr. Gales left the car, and when returned, the white couple were occupying his seat, and the driver told him to take a seat in the rear. He remonstrated and the driver called a policeman who took Mr. Gales from the bus, and rode him around in his car, threatening to put him in jail. After the bus had left, the officer put Gales out of the car, and he was forced to spend the night in Watseka, while his luggage went on the bus to Terre Haute.

Mr. Gales returned to Chicago and reported the case to the local NAACP.

## Takes Up Fight To Stop Jim Crow On Railroads

*6-1-33*

CHICAGO, Ill., June 1.—(ANP)—This week suit was filed against the Illinois Central Railroad and the Pullman company through the Chicago Branch of the N. A. A. C. P., growing out of the case of a colored woman, Mrs. Roseta Briggs, who was forced to ride a day coach while sick from Chicago to Gulfport, Miss., even though she had a through ticket from Salt Lake City to Gulfport with stop-over privileges.



# Act to Stop Jim Crow Cars in Maryland

## Repeal of Law Is Urged

ANNAPOLIS, Md., March 10.—The Maryland Jim Crow laws carry with them the "stench of slave market," Bernard Ades, counsel for the International Labor Defense, told the senate judicial proceedings committee Monday at a hearing on Senator E. Milton Altfeld's bill repealing the separate car statutes.

A number of the house of delegates sat unofficially with the senate committee. The hearing was convened in the senate chamber by Chairman S. Scott Beck (Dem., Kent county) with nearly 100 proponents of the bill, for the most part members of the Race, present. The senators' seats were crowded with members of the delegation and the aisles were partly filled with others.

### All Three Jailed

A short while after attending the hearing, Louis Berger (white), secretary of the I. L. D. league, and Leighton Fields and Jesse Page were arrested for violating the Jim Crow law.

With Louis Berger, secretary of the league, the two men boarded a car at the Bladon St. station of the Washington, Baltimore & Annapolis railroad and had taken seats in the front of the car. They were asked to move to the rear section, reserved for the Race, by the conductor, M. G. Schafer.

Upon their refusal the police were called. Patrolmen Thomas D. Myers and James E. Lowman told the two men to move. Berger, according to Myers, spoke for them, asserting they did not intend to move. The police arrested Fields and Page, and when Berger said he should be taken, too, took the three to headquarters.

### Held for Circuit Court

Berger was charged with disorderly conduct and the two other men with violating the Jim Crow law.

They waived a hearing before Magistrate Louis M. Hopkins and asked for a jury trial. Magistrate Hopkins held the three under \$500 bond each for the April term of the Anne Arundel circuit court.

Berger said he planned to fight the case through the courts and would confer with Bernard Ades, attorney for the league.

He said the men lived at Tom Mooney hall, 20 S. Lloyd St., Baltimore. Fields said he had not had work for two years, while Page said his last job ended eight months ago.

## SEIZED FOR BREAKING MD. JIM CROW LAW

ANNAPOLIS, Md., Mar. 9.—(ANP)—Three men, two colored and one white, were arrested because they refused to submit to the discrimination in railroad coaches imposed by the state.

The men taken into custody are: Louis Berger, white, a representative of the International Labor Defense and Leighton Fields and Jesse Page. They had appeared at a session of the legislature where a bill repealing the state's separation laws, Berger, Fields and Page had left the State house here and boarded a train for Baltimore. They occupied seats reserved for white people.

When the conductor ordered the two colored men to move and to take Jim Crow seats they refused. Berger also insisted that if his companions were required to move, he would move, too.

Police were therefore called and the three were taken to the Anne Arundel county jail.

## Repeal of Jim Crow Laws

## Before Maryland Legislature

## I.L.D. Attorneys Prominent in Effort; One is Arrested with Two Colored Men, in Annapolis, for Violating Separate Car Law

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### Ordered to Move

Upon their refusal to move, the police were called. Patrolman T. D. Myers and James E. Loman told the two men to move. Berger, according to Myers, spoke for them asserting they did not intend to move. The police arrested the two Negroes and when Berger said he should be taken too, took the three to headquarters.



Jim Crow Car Laws- 1933

Maryland

# J.C. REPEAL BILL KILLED IN SENATE

Special to the AFRO.

ANNAPOLIS.—By a vote of 12-11 the effort to wipe Maryland's Jim Crow law off the statute books was lost in the Senate, here Tuesday night.

It is charged that several members who had promised their support of the bill, absented themselves from the Senate chambers shortly before the bill was voted upon, not returning until the measure, sponsored by Senator Milton Altfeld (Dem., Fourth Baltimore District) had been voted down.

## Five Absent.

The following were absent at roll call: Atkinson, Fifth Baltimore district; William Andrews, Rep., Dorchester County; Byron, Washington County; Sasser, Prince Georges County, and Hilton, Montgomery County.

Voting for the bill were the following Senators: Altfeld, Bouse, McKindless, Frick and Kennedy, all Democrats of Baltimore City; McComas, Rep., Garrett; Beale, Rep., Carroll; Williams, Rep., Cecil; Earl, Rep., Allegany; Beauchamp, Rep., Somerset; and Mitchell, Dem., Charles County, president of the Senate.

Opposing the bill were: Beck, Kent County; Roe, Queen Anne's, Ward, Wicomico; Melvin, Anne Arundel; Donovan, Howard; Veazy, Worcester; McIntosh, Baltimore County; Ensor, Harford County; Withgott, Talbot County; Coad, St. Marys County; Webster, Calvert County and Fuchs, Caroline County.

## Altfeld Makes Plea.

Senator Altfeld made an impassioned plea to "wipe out the blot that has been on our statutes since 1904," and referred to "class legislation" as "unAmerican, unfair, unmanly and ungodly." He deplored segregation in Maryland and urged the guarantee of equal rights under State statute.

A bitter opponent of the measure was Senator Dudley G. Roe, who declared that Negroes of his constituency were satisfied to have the State laws remain as they are. "I believe in complete justice and fairness for the two races, but I believe also that the purity of both demands that they be separated."



# JANITOR SCHOOL ENDS AS 61 MEN GET CERTIFICATES

The climax of the Janitors' Training school, conducted by the Industrial department of the Urban League, came Tuesday evening, Jan. 10, when 61 graduates assembled at the Paseo Y.M.C.A. gymnasium to receive certificates signifying that they had satisfactorily completed the eight-week course in the supervision and management of buildings.

C. A. Franklin, editor of the Call, delivered the commencement address, the main theme of his speech being "skill counts."

"Skill can override all prejudice," he said. "No matter who you are, no matter what people think of you, equip yourselves so that you will get out of life all of its opportunities, for skill counts."

Eric Franker, organist at Allen Chapel, played piano selections before and after the main address. Dr. J. E. Dibble, president of the Urban League and member of the board of directors, made a talk. James B. Kincaid, well known fraternal and business leader, who spoke at one of the sessions of the course, also spoke.

The Rev. Joseph B. Myers, chairman of the board of directors of the league, awarded the certificates after congratulating Thomas A. Webster, director of the industrial department, who presided at the meeting, for his success in conducting the course.

John G. Lewis, member of the American Society of Heating and Ventilating Engineers, who delivered lectures at two of the sessions of the course, was introduced to the audience.

W. Robert Smalls, executive secretary of the league, made a few remarks.

The conduction of the school for janitors by the Urban League was a project unique in this section of the country.

Never before has such a school been fostered. The Urban League is contemplating making the school an annual affair.

The school was opened on Nov. 1, when about 124 men enrolled for the course. When the last session had ended on Dec. 20, 61 had completed the course, which consisted of lectures and discussions by authorities in the major problems

connected with janitorial services.

The men who were graduated from the school are: James A. Anderson, Roscoe Bohanan, William Bell, Arthur Bennett, Fred Checks, Ottoway Doyle, Eddie Davis, Sherman Dawson, George Faulkner, LeRoy Grant, Guss Goff, Noah Hayden, William L. Stewart, Jesse Stephens, Vernon Scott, Boss Spears, Edward Holmes, Hubert Tyson, Harvey Thompson, Manuel Vanzant, Walter Walker, Warren Walker, Matthew Williams, Ruben Gardner, R. O. Harris, Emmett Hughes, Alce Vorkes Hicks, Daniel C. Houston, Arthur Hamilton, Sylvester Hardiman, Harrison Johnson, Louis Lay, Leo McClelland, Simon Mitchem, William N. Milton, Edward Miller, James Mallory, Grant Mason, Willie Myree, Edward Madison, William Nelson, John Patterson, Carter Perry, Fred Phillips, Clarence Peniston, Charles T. Ricketts, Oliver Ray, John Ragsdale, M. W. Ruffin, R. R. Rose, J. B. Rose, Harold W. Johnson, Zeldon Harris, Eugene Hatchner, Albert Miller, Arthur J. Matthews, Harry Morris, Moses Allen, Wilhard Tolson, H. L. Stewart, A. F. Joplin.

**BUS CO. MUST  
PAY \$500 FOR  
SEGREGATION**

**1-13-33  
Prof. E. O. Boone Wins Suit  
From the Pickwick-  
Greyhound Lines**

A victory of momentous importance to the Negroes everywhere was won yesterday afternoon when a jury in the case of Ernest O. Boone vs. the Pickwick-Greyhound lines rendered judgment in favor of the plaintiff, awarding him \$500 for actual damages.

The verdict, returned in the United States district court, Judge Albert L. Reeves, presiding, was the

outgrowth of a petition filed by Mr. Boone, principal of the Dunbar school, in which he charged that he had been made to take a back seat, because of his race, on a bus operated by the defendant company between Columbia, Mo., and Kansas City. In his petition, the plaintiff charged false imprisonment. He asked \$2,500 actual damages and \$2,500 punitive damages.

Attorney Charles H. Calloway and Attorney Walter W. Calvin were counsel for Mr. Boone. Byron Spencer was attorney for the defendant.

## Ordered to Rear

The incidents leading up to the case took place on the night of September 3, 1931, when Mr. Boone boarded a Pickwick bus in Columbia, Mo., bound for Kansas City to take up his duties at the opening of school in the fall.

Testimony in the case showed that when Mr. Boone boarded the bus at the depot the driver, Clarence Hutchins, a native of Edinberg, Tex., while taking his ticket at the door of the bus, told the school principal to take a rear seat in the car.

Upon entering the bus, however,



Jim Crow Car Laws-1933

New Jersey

### Jim Crow?

One day last year a Washington, D. C. undertaker named John T. Rhines wanted to board an Eastern Air Transport plane in Atlantic City. According to Undertaker Rhines, he was refused not because he was carrying a bomb, nor because he was intoxicated, but because he was a Negro. Last week Undertaker Rhines sued for \$50,000. Vol. 22 no. 17

Air transport men recalled the case of a Midwestern line which five years ago lost a similar damage suit to a Negro. Immediately the line was damaged by Negro customers whom it finally discouraged by upping fares to a prohibitive price. Nowadays transport lines do not solicit Negro patronage, but they accept all passengers who apply.

Jim Crow Car Laws-1933

North Carolina

## N.C. LEADERS WAR ON JIM-CROW LAW

Courier 2-25-33

RALEIGH, N. C., Feb. 23—Negro leaders of North Carolina met here last week to wage war on the North Carolina Jim Crow law. Men from various fields of activity drew up resolutions to right the many wrongs that are being committed upon the Negro under the guise of the Jim Crow law.

The permanent organization, which will be established from this group, will exist chiefly for the purpose of choosing their own leaders, enforcing the jim-crow law, preserving the traditions of the south, equalization of teachers' salaries, adequate bus transportation for Negro children, provision for higher education of Negro youths and employment of Negroes in such jobs as are considered traditionally theirs in the county and state of North Carolina.

Jim Crow Cars - 1933

## Cincy N.A.A.C.P. Protests Bus Segregation

*9-23-33*  
CINCINNATI, O., Sept. 21—Recently the local manager of the Greyhound Bus Terminal issued a bulletin to red caps to seat Negro travelers in the rear of buses. Immediately upon learning of this and after an investigation, Attorney T. M. Berry, president of the Cincinnati Branch N. A. A. C. P. sent an open letter to Charles F. Koehler, manager of the Terminal company.

*Fuller*  
The letter stated: "The Cincinnati Branch of the N. A. A. C. P. sends this open letter to advise your company that any such practice will be met by vigorous protest and action under the law in any case that comes to our attention. We have heard of such practices by individual drivers, but hardly supposed that instructions for discrimination would be issued from the office of a transportation company, incorporated and doing business under the laws of this State."



Jim Crow Car Laws - 1933

## GREYHOUND LINES CENTER OF ATTACK BY BAPT. CLERGY

*Afro American*

Co. Representative Seeks Attorney, Asserts That  
Business; the Rev. J. E. Street Hacking Hurts  
Dwelle Leads Attack. *Yellow Cab Business*

PHILADELPHIA — The Greyhound Bus Lines was the center of a vigorous and heated attack made on the floor of the Baptist Ministers' Conference of Philadelphia and Vicinity, meeting at Shiloh Baptist Church, Lombard Street near 11th, last Monday afternoon. The Philadelphia Rapid Transit Company is warring on "1000 persons throughout the city, many of whom are well known, who are engaged in 'hacking' their cars", according to M. Randall Marsden, attorney for Yellow Cab, a division of P. R. T.

The attack was made by the Rev. J. E. Dwelle, militant and uncompromising president of the Pennsylvania State Baptist Association. Rev. Dwelle, a Philadelphian, is pastor of North Penn Baptist Church here.

The attack followed solicitation on the part of representatives of the Greyhound Bus Lines of business from members of the conference who were considering leaving the city to attend the sessions of the New England Baptist Convention, convening the latter part of this week.

### Would Walk

"I would refuse to go to New England on the Greyhound Bus Lines, if I had to walk to get there," Rev. Dwelle shouted.

"The Greyhound Bus Lines segregate and discriminate against colored people at every opportunity and now they have the effrontery to send a representative here to solicit business from us," he continued.

Continuing his attack upon the bus line, Rev. M. Dwelle pointed to numerous suits brought against the company as the result of denying equal accommodations to colored persons.

### Stampede Floor

The Conference was thrown into pandemonium as members, shouting approval at the attacks stampeded the floor, demanding that the body, in a solid group, refuse to purchase tickets on the Greyhound Bus Lines.

Later a conference was held in an ante room, at which Rev. Wm. T. B. Hill, Rev. Marshall Shepard, Rev. Mr. Dwelle and other members of the Conference decided to appoint a committee to wait upon officials of the Bus Line, demanding a clear cut statement of policy in regards to accommodations. Rev. J. A. Philpot is president of the Philadelphia Ministers Conference.

## PRT Wars On Negro Owners Of Automobiles

*Philadelphia*  
Attorney Asserts That  
Street Hacking Hurts  
Yellow Cab Business

## Jim Crow Law Champion Once Pennsy Employee

*Baltimore Md.*  
Walter Guessford Left Company After Squabble  
Over Position.

7-1-33  
That an ancient grudge against the Pennsylvania Railroad Company is said to be back of a recent letter written by Walter W. Guessford,

white, to a daily paper charging that company with failure to enforce the Maryland Jim Crow laws, THE AFRO-AMERICAN learned this week.

Guessford, according to records of the company, was formerly an employee of the railroad in charge of a grain elevator. He left the railroad when a squabble arose over his seniority when a new position was vacant, according to information received in the office of T. S. Black, chief clerk in the Philadelphia office of the Pennsylvania Railroad Company.

Attendants in that office are inclined to believe that he is disgruntled. Mr. Black told THE AFRO-AMERICAN that the complaint would have to be referred to the Maryland-Wilmington Division, of which G. M. Smith is superintendent. Officials in the office of Mr. Smith stated Wednesday that in the absence of their chief they could not state what action would be taken.

### Seek Negroes Only

The first cases to appear before the commission, of course, were Negroes and it follows, logically, that P. R. T's own little Scotland Yard has done little about those of their own skin who line the streets with cars in an effort, as the attorneys says, to "make inroads on P. R. T. business."

Among the first three to appear was Edgar T. Harris, undertaker, Eleventh st. above Lombard. It is commonly known that very often undertakers must carry their patrons to and from casket houses, and as an aid to business often do transportation kindnesses for their friends. At least an undertaker, or any one else, should be able to say who will ride in their own automobiles. Of course, this would make no difference to P. R. T's Pinkertons, all they want

is the sight of a good car and a well-dressed Negro driver, and they have a case.

The other two Negroes questioned were A. C. Freeman, Race st. near Fifty-fifth st. and Edward H. Taylor, Eighty-fifth st., near Carpenter. The company asserts that half of its last year's deficit was due to a fall-off in taxicab operation . . . ; and Negroes just must be the cause.



Jim Crow Car Laws - 1933

Virginia.  
6

# VIRGINIA J.C. CARRIED UP TO PHILADELPHIA

PHILADELPHIA - A subtle effort to discriminate against Negroes entraining here for Cape Charles, Va., was disclosed last night when station officials attached to the Pennsylvania Railroad here, told the AFRO of having received instructions from members of the train crew of the Cape Charles train, to place all Negro passengers in the rear coach before the train left Broad Street Station.

Indications are, however, that this is not a policy of the Pennsylvania Railroad, but that the train crew has merely assumed this authority.

Porters point to the danger of this policy becoming more widespread if efforts are not immediately made by Negroes to check the inclination. A report of this situation has been made to Herbert Miller, attorney, president of the local branch of the National Association for the Advancement of Colored People, and action is expected.

"The Greyhound Bus Company started segregating Negroes, and because no militant protest on the part of Negroes was made they have reached the point where little can be done about it now," one porter stated, Friday.

The redcaps are further protesting against distinction being made on trip passes they receive. They protest inclusion of the word, "colored" on passes issued to them.

"We don't think it's necessary for such distinction," one porter commented. "They don't identify Italian employees by designating 'Italian' on their passes.

"Things have gotten so now that we can't get passes unless we can give a reason of illness, death, or something as urgent for the issuance of the passes.

"The porter who earns more than \$18 a week these days is indeed a lucky fellow. I have seen weeks when I haven't earned more than \$12 for a week of hard work. We purchase our uniforms and pay for insurance at the rate of 75 cents or more a month.

"The Yearly Relief Association of the Pennsylvania Railway, when it had its campaign for the ensuing year closed without the support of the porters. Things are actually so bad that there are four porters who have to accept aid from the Welfare Association in order to feed, clothe and shelter their families.

Further charges of inequitable treatment were made by the porters. Ernest J. Tucker, Cumberland Street, near 22nd, is captain of the porters; W. R. Wilson is station master, and M. S. Wright is trainmaster.